

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-19. **(Canceled)**

20. **(Previously presented)** A method for purifying the exhaust gas stream in the exhaust gas line (7) of an internal combustion engine (1), of particles such as soot, the exhaust gas stream being enriched with ozone, the method comprising the steps of effecting a continuous enrichment of the exhaust gas stream with ozone such that particles that are present are to a great extent oxidized during the flow through the exhaust gas line (7), measuring at least one of the temperature of the exhaust gas and the particle content of the exhaust gas downstream of the enriching, and controlling the concentration of the ozone essentially as a function of at least one of the temperature and the particle content of the exhaust gas, such that the remaining particle content of the exhaust gas stream does not exceed a predetermined limit value.

21. **(Previously presented)** The method of claim 20, wherein oxygen present in at least one of the exhaust gas stream and water is used for the ozone enrichment.

22. **(Previously presented)** The method of claim 20, further comprising the steps of generating the ozone in a reaction chamber (16) outside the exhaust gas stream.

Claim 23. **(Canceled)**

24. **(Previously presented)** The method of claim 40, further comprising the step of increasing the ozone concentration on or in the particle filter (3) until the self-ignition of the deposited particles.

25. **(Previously presented)** The method of claim 40, comprising the further step of utilizing of a blower (17) to generate an ozone-enriched gas flow through the particle filter (3).

26. **(Previously presented)** The method of claim 24, comprising the further step of utilizing of a blower (17) to generate an ozone-enriched gas flow through the particle filter (3).

27. **(Previously presented)** The method of claim 40, comprising the further step of regulating the ozone delivery on the basis of the temperature of the particle filter (3).

28. **(Previously presented)** The method of claim 24, comprising the further step of regulating the ozone delivery on the basis of the temperature of the particle filter (3).

29. **(Previously presented)** The method of claim 25, comprising the further step of regulating the ozone delivery on the basis of the temperature of the particle filter (3).

Claim 30. **(Canceled)**

31. **(Previously presented)** The method of claim 41, wherein the gas stream is introduced into the exhaust gas line (7) upstream of an oxidizing catalytic converter (2) whereby at least the oxidizing catalytic converter (2) is rinsed with the ozone-enriched gas before the engine (1) is started.

32. **(Previously presented)** The method of claim 31, further comprising controlling the combustion in the engine immediately after the engine (1) is started, such that the exhaust gases still contain combustible hydrocarbons.

33. **(Previously presented)** The method of claim 41, further comprising effecting an enrichment, in particular a digressive enrichment, of the exhaust gas stream with ozone generated by the ozone source (5) until the operating temperature of the oxidizing catalytic converter (2) is reached.

34. **(Previously presented)** The method of claim 31, further comprising effecting an enrichment, in particular a digressive enrichment, of the exhaust gas stream with ozone

generated by the ozone source (5) until the operating temperature of the oxidizing catalytic converter (2) is reached.

35. **(Previously presented)** The method of claim 32, further comprising effecting an enrichment, in particular a digressive enrichment, of the exhaust gas stream with ozone generated by the ozone source (5) until the operating temperature of the oxidizing catalytic converter (2) is reached.

36. **(Previously presented)** The method of claim 41, wherein the internal combustion engine is a Diesel engine and the rinsing with ozone-enriched gas is effected during the pre-glow phase of the Diesel engine.

37. **(Previously presented)** The method of claim 31, wherein the internal combustion engine is a Diesel engine and the rinsing with ozone-enriched gas is effected during the pre-glow phase of the Diesel engine.

38. **(Previously presented)** The method of claim 32, wherein the internal combustion engine is a Diesel engine and the rinsing with ozone-enriched gas is effected during the pre-glow phase of the Diesel engine.

39. **(Previously presented)** A motor vehicle having an internal combustion engine, in particular a Diesel engine, having a control unit (6) for controlling at least the combustion process of the engine (1), with a computation device, in particular a microprocessor, for performing a method of claim 20.

40. **(Currently amended)** ~~The method of claim 20~~ A method for purifying the exhaust gas stream in the exhaust gas line (7) of an internal combustion engine (1), of particles such as soot, the exhaust gas stream being enriched with ozone, the method comprising the steps of effecting a continuous enrichment of the exhaust gas stream with ozone such that particles that are present are to a great extent oxidized during the flow through the exhaust gas line (7), measuring at least one of the temperature of the exhaust gas and the particle content of the exhaust gas downstream of the enriching, and controlling the concentration of the ozone essentially as a function of at least one of the temperature and the particle content of the exhaust gas, such that the remaining particle content of the exhaust gas stream does not exceed a predetermined limit value, wherein after the internal combustion engine has been shut off, ozone is generated in an ozone source and is introduced into the exhaust gas line (7) in the region of a particle filter (3) arranged in the exhaust gas line (7), so that the particle filter can be regenerated.

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41. **(Previously presented)** The method of claim 20, wherein an ozone-enriched gas stream is generated in an ozone source (5), and the exhaust gas line (7) is at least partially flushed with the ozone-enriched gas stream before the internal combustion engine (1) is started.